



Well... you asked for it and now you've got it! More free decals for IPMS Canada members! If all goes according to plan, starting in RT Vol. 38, there will be a free decal sheet included.

We have two sheets planned for 38/1 and 38/3, and that should be a good test to see whether members and potential members like this free feature. There's a lot of work and some expense involved in the project, so after the first two sheets we'll evaluate how it has been received before deciding whether or not to continue.

A while ago we asked members to send in suggestions for subjects, along with some reference material. Thanks to you we now have our first two sheets ready to print (and more suggestions to possibly follow if we carry on). We would love to include some armour and maybe some car markings on future sheets, so if you have any ideas along these lines, please do contact us.

As for distribution, the same rules apply as for our 50th Anniversary decal sheet. It will only be sent to IPMS Canada members active at the time of mailing. This means that if you are late to renew, you're out of luck. We will only print the number we need, so there will be no extras waiting for late renewers or future new members. Nor will non-members be able to buy them. So, if you're a member, you're all set. When you receive your renewal notice, please do so promptly. And if any of your modelling friends would like to get in on this, just tell them to go to the IPMS Canada website where they can easily join – www.ipmscanada.com

So... what are the subjects? Well, for the first sheet we have a selection of... b-lishr... he color... als will b... e woul... ortu- nately... ght room.



Ottawa Chapter On the Move Again!



The IPMS Ottawa chapter has moved its meetings to a new location. Please make a note... and if you're in the area do drop by.

IPMS Ottawa now meets the first Wednesday of every month, 7:30-9:00 PM at St. Anthony's Banquet Hall, 523 St. Anthony Street, Ottawa, ON K1R 6Z9. For additional information contact Glenn Cauley at president@ipmsottawa.com



And So is Kingston!

The Limestone City Modelers (that's the Kingston chapter) have also changed their venue. They now meet at Leading Edge Hobbies, 699 Gardiners Road (at Progress Ave). Meetings are on the 3rd Wednesday of each month (Sept to May), from 7:00 PM to 9:00 PM. For additional information contact Bob Ascah at rbascah@cogeco.ca





**WE
HAVE
WINNERS!**

Well, the IPMS USA Nats are over for another year. There has been extensive coverage in **RT** of the models which were entered in the “*Best Canadian Subject*” category, as well as the winner. But here we want to show you the winning models in the categories that IPMS Canada (read you, the members) sponsored. Usually we sponsor Junior categories, as a way of rewarding and encouraging younger modellers. This time we were a bit tardy and all the Junior categories were taken. No matter... here are some great models. All IPMS Canada members applaud the winners!

**Category 189:
Out-of-the-Box Small Jet, 1/48**



1st Place
Gloster Meteor F Mk.1
by Rick Troutman
Lynchburg, VA, USA



2nd Place
T-33
by Ken Krieger
Medina, OH, USA



3rd Place
IAI KFIR C.2
by Richard Van Zandt II
Olive Branch, MS, USA

Category 196:
Out-of-the-box Civil Aircraft
(rotary wing, UAV, etc), all types & scales

1st Place
Virgin Galactic Spaceship Two
by Mark Wright
Niagara Falls, ON



2nd Place
RWD-8
by Rick Troutman
Lynchburg, VA, USA



3rd Place
Siebel 202
by David Wrinkle,
Beavercreek, OH, USA

How do you see Marilyn?

Steve Sauvé, C#0323, IPMS Ottawa

During the 2015 IPMS/USA National Convention I saw a lot of impressive models on display, including the 1/48 P-47D Thunderbolt which won the Judges Grand Award. It was an outstanding piece of work and a superb demonstration of construction and finishing techniques.

It was displayed to show various aspects of the P-47, with opened and removed panels to expose the engine, armament and interior details. It was not a diorama; it was a way to showcase interesting things about the aircraft. I like to think that most people who saw the model understood and appreciated this.

However, what followed its win was heated online discussion about this model and it left me troubled.

The builder's achievements were, in general, acknowledged, but they were also debated, diminished, and even denounced over 'accuracy', 'authenticity', 'realism' and 'reality'. Some posters got to the point of inferring that it shouldn't have won. Personally, I was appalled at some of the commentary and the backhanded 'compliments'. While some posters tried to bring reason to the debate, real malice was displayed by a few others. Especially unpleasant was the sense of entitlement to a web-given right to crap on someone else's work. It wasn't a case of *"my model is better than yours"*; it was more like, *"this model is wrong, and I have to tell everybody why."*

Modelling is a craft and an art. We fashion a three-dimensional 'canvas', upon which we place layers of paint and other materials to create a miniature vision of a subject, in a way that, ideally, satisfies the builder.

Accuracy and authenticity cannot be objectively evaluated in model contests. No team of judges will ever have the intimate knowledge required to fairly and evenly scrutinize all entries and their subjective qualities. This is why the IPMS judging system first stresses the basics - clean

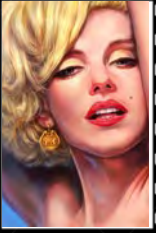
construction, parts alignment, seam filling, painting, decaling. According to my friends that build for and judge in IPMS contests (I don't), it is the basics that make or break an entry's chances in a contest. Not the precise shade of Olive Drab used.

On this page you see images of arguably the most iconic symbol of 1950's Hollywood. I chose Marilyn Monroe because everybody knows what she looked like, yet she has been skillfully interpreted in different styles through the camera and the brush. Regardless of the medium, you could put them in front of most any red-blooded guy and he'd know who he was looking at (my 20 year old son knew instantly). They are all different, yet none of these can be objectively discounted as being 'wrong'. So conversely, is one of them subjectively 'right'? (even being as open-minded as possible, I can acknowledge that there are outer limits to the 'wrong' aspect of this argument.)

The debate of how models should be finished, displayed and presented will go on. Where does reality end and artistic interpretation begin? Some prefer to 'idealize' the subject and present it in pristine form, and that's fine. Others assert that everything must be shown precisely as if the real thing were sitting in front of you, ready to go to work. So that philosophy means that open panels are incongruous with armed aircraft. Fair enough. But, then, so are unmanned jets without FOD covers, 'Remove Before Flight' flags, ejection seats with no safety pins installed, or any number of other things not added to a model.

Who's right? Who's wrong? Who decides? Somewhere we need to draw the line and acknowledge that models are not always a scale replica of a real thing in real life.

'Critic' is an easy job in this hobby; it just doesn't pay well. How about trying to respect those who see 'Marilyn' differently than you do?



SO... THIS IS WEIRD!!



While searching the internet for some information on Twin Otters, I stumbled onto this... **Koel and the Twin Otters** is a band from *Iqaluit, Nunavut*, where they met in 2011. Their PR blurb says:

“The members themselves are originally from Vancouver, Toronto and Montreal; raised in multiple cultures – Indian, Chinese, Central American, and French Canadian. They released their debut album, *Animals*, in October 2013, inspired by their cultures, friendships, musical mantras and travels, as well as the ambient moods of their Arctic home. Although

they coin their official genre “soul alternative”, their eclectic sound draws from anything from fantastic funk and sultry blues to world/bossa.



“**KTO** enjoys a good groove with a large rhythmic palette, and at times moods that range from sweet to stormy.”

For a sampling of what they sound like go to: <https://itunes.apple.com/us/artist/koel-and-the-twin-otters/id667604996>

Oh, and by the way... unfortunately, I also discovered that their name has nothing to do with the DHC-6 aircraft, but rather the little furry critters.

Did You Know...

that North Korean aircraft come with a red velvet, lace edged, embroidered headrest? Don't forget this important detail on your KPAAF MiG-29 model!



Italeri 1/72 Boeing X-32 JSF



by
James Wilcox C2948
North Bay, ON

I didn't even know that there was a kit of Boeing's unsuccessful entry in the Joint Strike Fighter competition until I saw this one in a hobby store some years ago. I couldn't resist something so unusual. It had come from someone's collection and was in a bag, not a box. To this day, I have not seen another, boxed or otherwise. A quick inventory to confirm that all parts were present and the kit changed hands again for a small sum.

Unlike too many other kits, this one didn't spend much time in the stash. I was looking for a quick and simple build, and this seemed to fit the bill. There was a modest parts count, and most fit together well. There was a small gap where the intake trunk met the intake lip but, despite that, I thought that the nose and intake area were well engineered, given the complex shapes that had to be reproduced.

The only area that gave much trouble was around the weapons bay doors. I decided to model them closed to help keep it quick and simple. Wrong choice. The stealthy saw-toothed ends of the doors did not mate well with the bay's edges and the doors' length and flexibility without any supporting structure behind them made it difficult to fit, fill and smooth things. In hindsight, I should have modelled the doors open.

Another problem that I ran into was a lack of information about the aircraft. Although I am not a super-detailer, I do like to research an aircraft that I am modelling to check and improve on accuracy, add some detail and confirm paint schemes and markings. Unfortunately, a troll of the internet revealed only a few pictures and fewer of the close-in variety. Many of them were of the B version, which differs outwardly in some major ways from the A version that the kit represents, so I had to be careful.

The kit's instructions called for Light Ghost Gray overall, but some of the pics throw that into question, with the aircraft appearing lighter than that. Then again, colour pics aren't always reliable sources of colour info for modelling purposes.

It's obvious that the aircraft's paint weathered and its markings changed over time. At some point in its career, it appeared to have dark lines along the panel joints. I don't know the cause, but the appearance was much more regular and defined than would be reproduced by pre- or post-shading. It was almost as if the seams had been taped. In addition, some panels were noticeably lighter or darker than others. I could have just gone with a pristine paint job in keeping with the quick and simple build idea, but took a shot at reproducing this more weathered appearance instead.

The only part that I replaced was the kit's very simple bang seat. I was able to determine that this aircraft used a Martin Baker Mk 15 seat and I installed a very nice one that Pavla Models makes for the EFA, modified so that some details around the top looked more like what I could see in pictures of the aircraft's cockpit area.

What's the Canadian connection? The X-32 lost out in the joint strike fighter competition to the F-35 that Canada is considering for its CF-18 replacement. If that competition had worked out differently, there's a chance we would have seen these things sporting RCAF titles and maple leaf roundels. There's even room on the sides to bring back the "lightning flash", no doubt toned down from the old red, white and black. Also, I can't help but picture a cartoon of CF-32s on a northern deployment wearing scarves over those gaping mouths as protection from the cold air!

IPMS Toronto cleans up at the US Nats!

by **Harvey Low**, C4543
IPMS Toronto



Attending any IPMS Nationals is an experience! It's a wonderland of exquisite work, close camaraderie, museums, and *VENDORS!*

Our first day was navigating through vendor rooms. The tables were full as the photos show. A few of us

judged and it took until 11pm Friday night to finish! The one award I want to mention is the 2015 *Michael Fritz Memorial* for the best WWI. This award is the only one at the Nationals that is judged by previous winners! This year we unanimously picked the 1/48 Taube by Mark Smith. We personally met many friends from New York, Ohio, Michigan, Pennsylvania, Georgia, California, Wisconsin, and Alabama.

We also did well, taking 15 awards. Will Alcott of our chapter calculated 587 1st/2nd/3rd place awards were given out. More than 1 in 6 were won by locals. The second most successful state/province was Ontario with 41 awards, beating out Virginia (39), New York (37), Pennsylvania (30) and Michigan (29)! Canadians won a total of 50 awards, or about 8.5%!

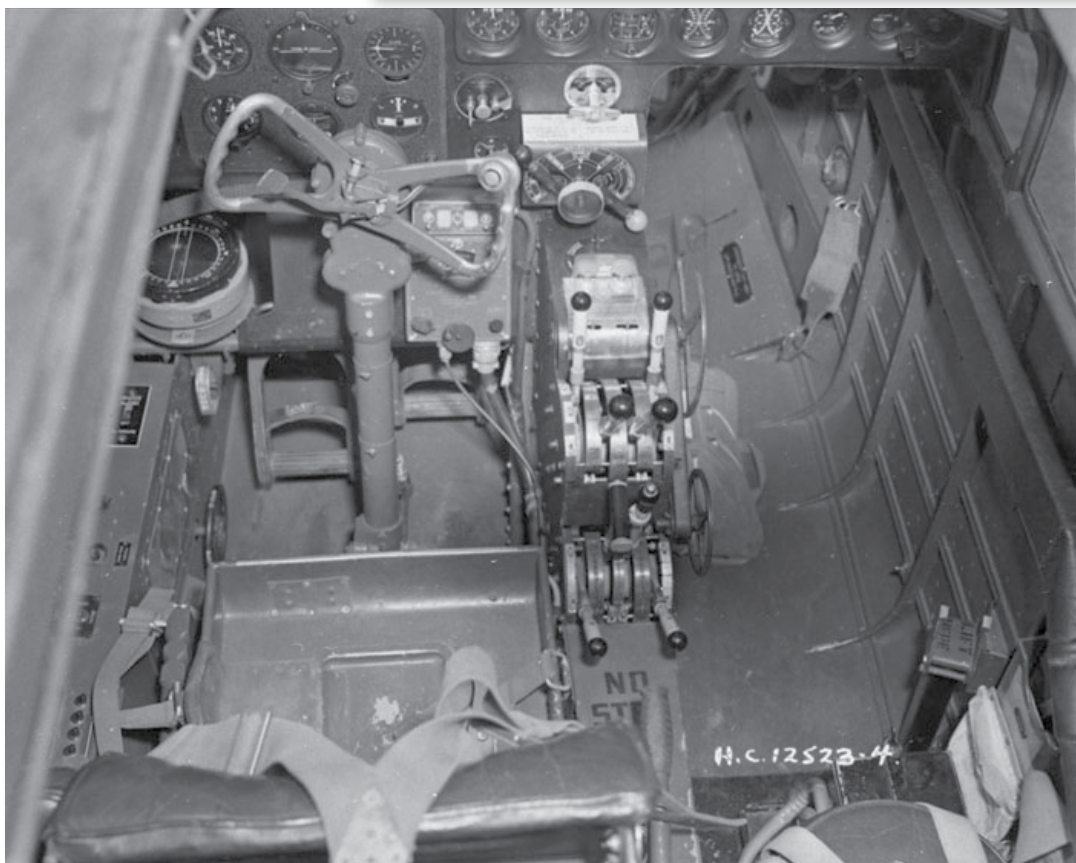
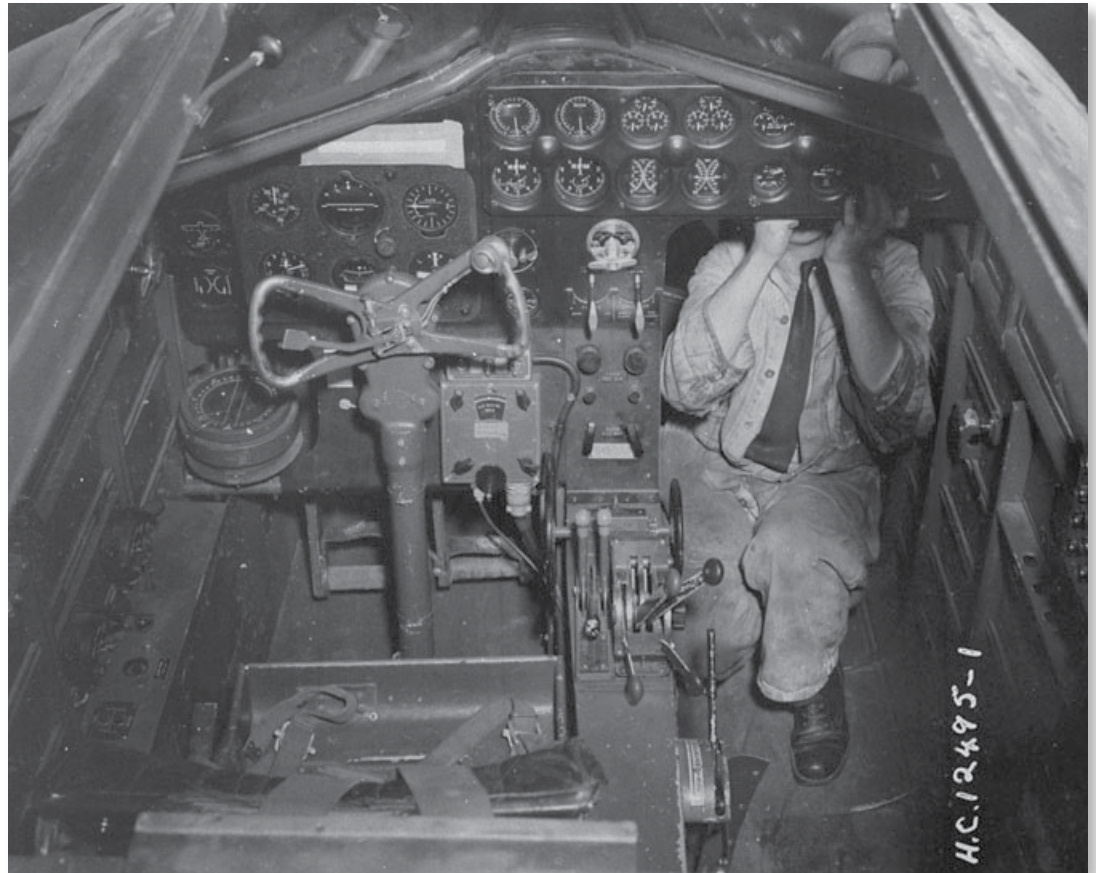


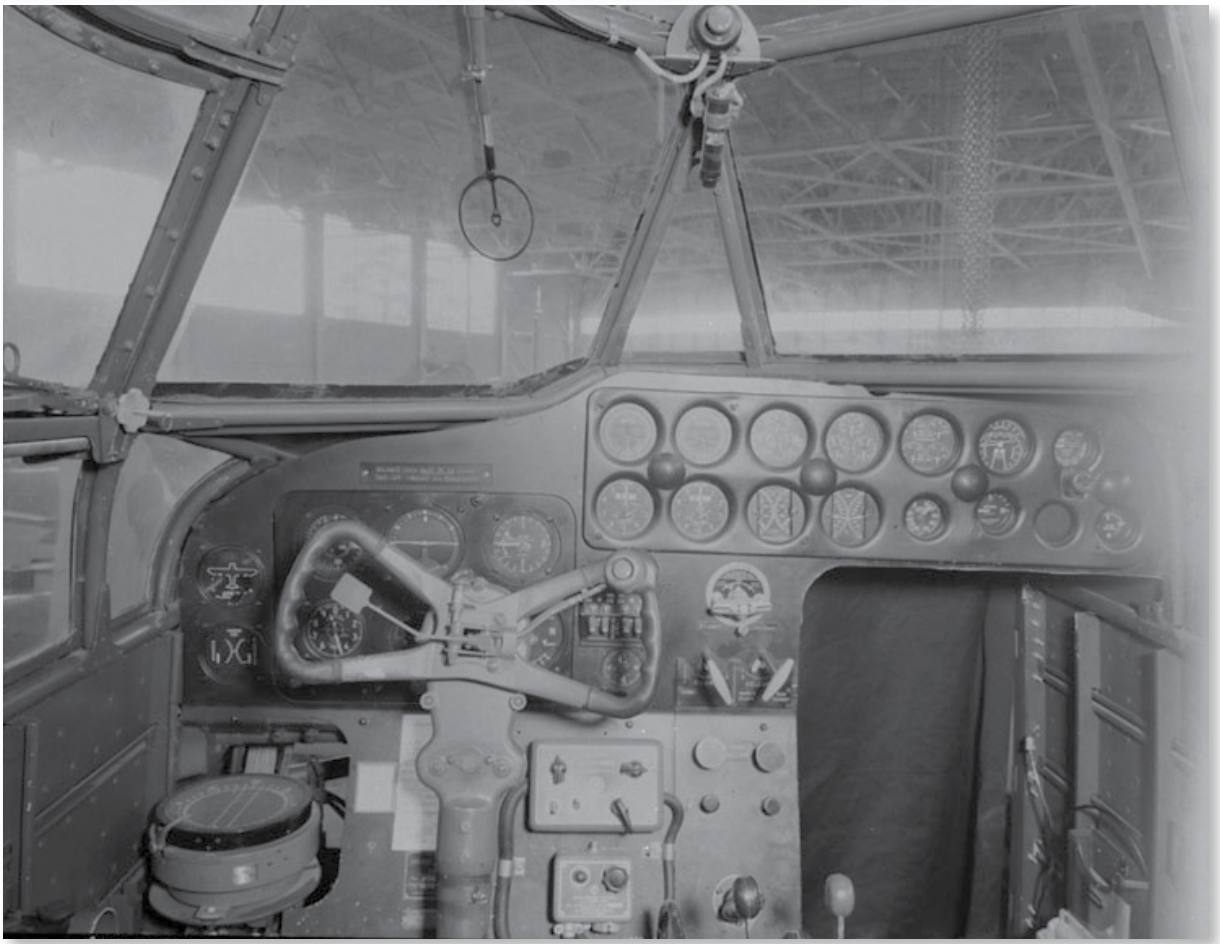
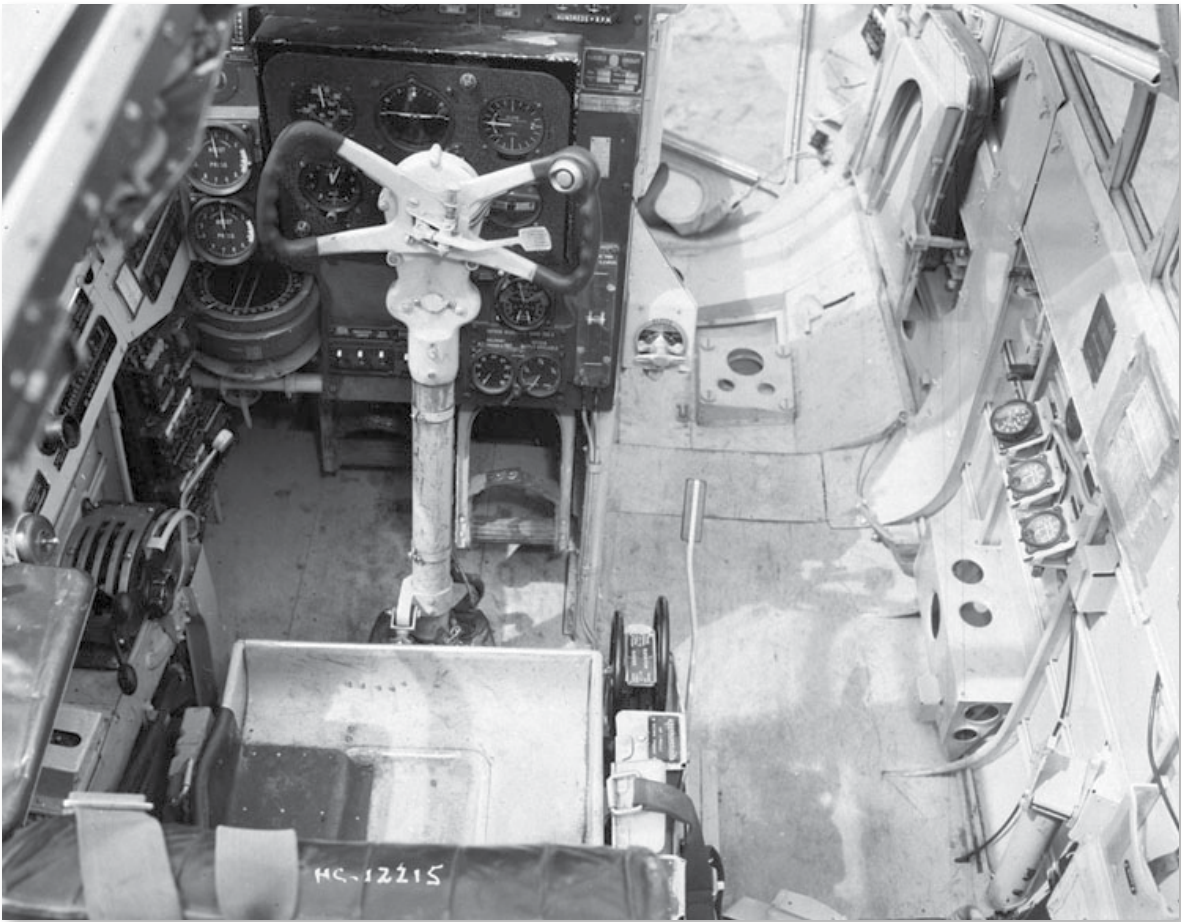
Bolingbroke Cockpits

photos via
Jim Bates, C6008 and
Greenwood Aviation Museum

As promised last edition, a collection of Bolingbroke cockpit photos. Black & White are original RCAF pics, via Jim Bates, and the colour images are from the Greenwood Aviation Museum.

As you examine these photos, note the many differences in details such as gauges, switches and throttle quadrants on the different aircraft.

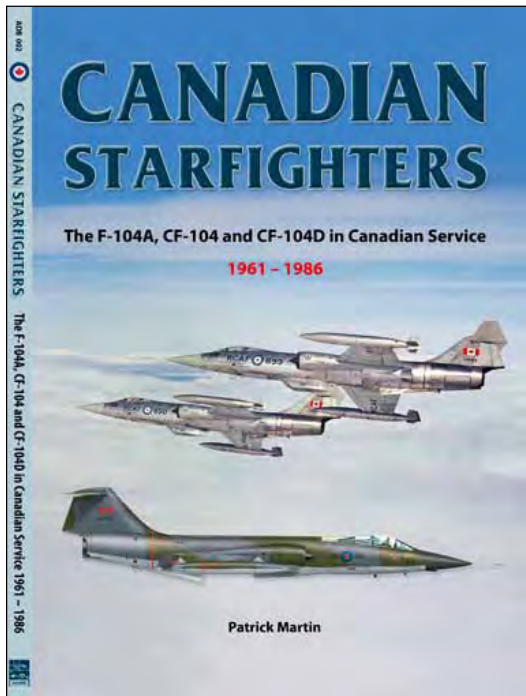






NEW!

Our friend, Patrick Martin has a new book coming out soon. This one is on Canadian Starfighters. Here is a little preview. Look for release around the end of November.



Gary Meinert of Spokane, WA emails us:

"I finally finished my 1/48th Mk.5 Sabre (converted from a Hasegawa F-86F kit). This was a difficult build because the kit has several fit and alignment problems. The metal finish was done mostly with Alclad paints. I used Tempra water-based gray paint to accent the panel lines

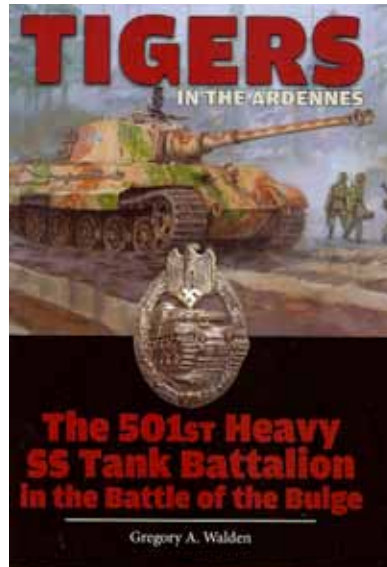
and other surface detail (difficult to see in the photos). The only aftermarket items I used were a Quickboost resin ejection seat and a PP Aeroparts *Remove Before Flight* tag.

Thanks for the wonderful 50th Anniversary Decal Sheet that made it all possible."



BOOK REVIEW

by
Ignace Vangel



TIGERS IN THE ARDENNES

The 501st SS Heavy Tank Battalion
in the Battle of the Bulge

Author, Gregory A. Walden

Schiffer Publications, 2014, 141 pages with over
100 black / white and colour photographs.

Cost: approx. \$45 cdn.

For anyone who has followed Greg Walden's website "Tigers in the Ardennes", some of the materials in this book will seem familiar. However, this book goes much beyond the data he recorded on-line. The book is a welcome addition to other books, such as "The Battle of the Bulge, Then and Now" or Patrick Agte's "Michael Wittmann and the Tiger Commanders of the Leibstandarte" It follows the same pattern of showing the battlefield both in 1944-45 and today. It then then describes the battles, the sSS-PzAbt 501 Tiger II tanks, and their crews. It's main attraction – one not found in many books – is the research the author has done on the tanks, their history and markings.

As a former U.S. Army Officer, (armour) once stationed in Germany, Mr Walden is very familiar with the battlefields of the Ardennes. He also spent many years doing research in archives and interviewing both German and U.S. veterans as well as the local French citizens who witnessed the battles. His documentation, though centreing mainly around the battles of the 'SS-501' at La Gleize follow the battalion from its starting points to its final retreat back to German lines.

There are many facts which seemingly have not been discussed elsewhere. such as the officer commanding the battalion, SS-Obersturmbannfuehrer Heinz von Westernhagen, having to participate in the battle, riding in a wheeled vehicle, after his command tank, tactical no.007 had broken down at the battalion's starting line. It is also interesting to note the difficulty the drivers in the wide, Tiger II tanks had in following the narrow, winding roads assigned to them. In one instance, the tanks had to leave the too narrow, muddy road and risk 'bogging down' by crossing muddy fields to reach their objective.

Perhaps the most interesting is the author's research and data on each of the Tiger II tanks known to have participated in the battle. He discusses the camouflage patterns and markings on each tank as interpreted from the existing photographs. In particular he tells the story of the two Tiger II tanks from the Ardennes battles, which exist today and are seen in many post war photographs. In particular he discusses the past and present status of the Tiger II tank, tactical number 332 which was on display for many years at the Aberdeen Proving Ground.

Unfortunately, Schiffer has poorly reproduced some of the wartime black & white photographs which appear far too small, dark and grainy to be of value, However, for the most part the photographs and illustrations in the book are clear and accurately portray the tanks, the men and the conditions under which they fought.

Overall, this little book is possibly the best source for data on the Tiger II tanks of the 'SS-501' in the Ardennes battles of late 1944 and early 1945. It is highly recommended.



MIEN CARRYING "TANKS"



No, they're not balloons from the Macy's Thanksgiving Day parade. They're inflatable Shermans with the pre-D-Day *ghost army*, "somewhere in England". You can see how they would have fooled the German intelligence experts. They would certainly look real and quite detailed in reconnaissance photos.



Not the best quality image, this is actually a frame captured from a wartime film.



Two photos from what's assumed to be the desert theatre – the exact location is not known.

Above: Getting ready to set a rigid dummy tank body down over a jeep.

Right: A convincing light tank replica, which is a lot lighter than the enemy would suspect.





Two images from the Suez crisis, of men carrying and setting up an inflatable Centurion tank. It looks like it could use a little more air!





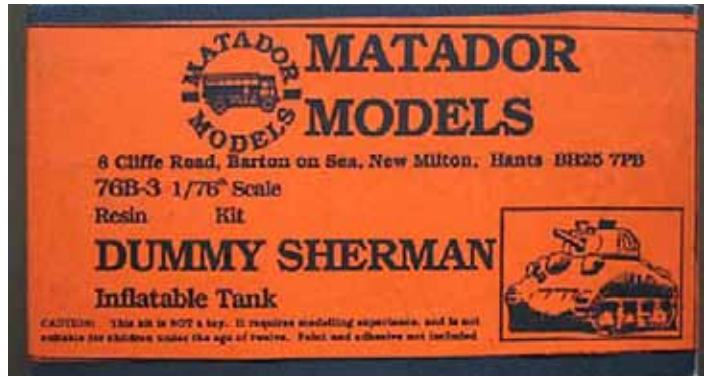
These things have existed as long as there have been tanks. Here's a photo of Australian troops carrying an imitation Mk IV tank during WW I. It seems rather heavy, and looks like it might be made of a framework with a stretched fabric covering. The contemporary example below appears to be a large photo on a panel. Very realistic looking... at least from the front. Could it be a target for use on a gun range?



OK, this is all amusing stuff, but did you know that someone has actually made a kit of an inflatable tank!? Matador Models has a resin inflatable Sherman in 1/76 scale. It could be the basis of an interesting diorama when you think about it.

What about in 1/35 scale? Well, we haven't been able to find any reference to a kit in that scale. But it shouldn't be too difficult to scratch-build an inflatable tank model in 1/35 scale. The rounded contours would lend themselves well to vacu-forming.

If anyone has done it or tries it, or has some ideas, let us know and we'll share them with the rest of the members.



Matador's inflatable Sherman. It's still in their catalog at £8.50.



Reminiscent of the photos earlier in this article, 1/76 scale troops man-handle an inflatable Sherman, hoping to fool the 1/76 scale Germans on the adjacent table.



BOOK REVIEW

Airframe Workbench Guide Aircraft Modelling

Author: Libor Jekl
Valiant Wings Publishing

Review by Jim Bates

There are a few modellers out there on the internet whose work always catches my attention...Paul Boyer, Mike Grant, Tony O'Toole, Joe Youngerman and the author of this new book, Libor Jekl. If the work weren't enough, the book is one of the few modelling manuals that is dedicated to 1/72 scale modelling. (The only other one that comes to mind is the previously mentioned Mr. Boyer's "Building and Displaying Scale Model Aircraft.") It appears to me that many how-to books often avoid 1/72 subjects in favor of focusing on larger 1/32 and 1/48 models. Maybe it is easier to illustrate the author's techniques?

The other unique thing about this small ring-bound book is that it is not an introduction to modelling or even a complete modelling manual. Jekl focused on more advanced skills, often related to finishing, and skipped all the basics. For example, the first chapter (on rigging) opens with the Gloster Gladiator in primer. Besides rigging, the book includes chapters on scribing, rivets, weathering, natural metal, and resin kits. The final chapter is interesting in that it gives the author's tips on how to finish models quickly...oddly named Kwik-building. All are worth considering, but the last one is possibly the most unique suggestion I've ever seen in a modelling book...to go out, take a walk, and get some exercise!



Each chapter is profusely illustrated with in-progress photos and each chapter has a gallery of the finished project. I do wish more words were included to guide the modeller in each step; the book looks like a gallery of Libor's work. (Which isn't a bad thing. Looking at his models is fun.) The only real complaint with the book is that there is no consistent layout. Sometimes a set of steps are numbered 1-2-3, sometimes it is A-B-C, and sometimes there are no labels for the steps at all.

I enjoyed the book and it is a quick and easy read. I picked up a few tips I want to try out; especially the decal-like rivets that were used on the Hellcat. (Obviously, I spent too much of my youth building old Airfix kits, since I am excited to try to add raised rivets to a model!)



The era of **RT** back issues is drawing to a close. We have finally come to the realization that organizing and storing stocks of back issues is more trouble than it's worth. And as

we now only print the precise number of each issue that we need to service the members, we have none of the more recent, more desirable ones. Before we send what stock we have left to the recycling bin, we

have decided to give the members one last chance to fill in their archives at just the cost of postage. We're still crunching the postal cost numbers and deciding just how this will work. Rather than delay this *beaverRTales* any longer, we've decided that once we get the procedures and numbers finalized, we'll send you a separate email. It will provide a list of available back issues, along with postal cost numbers, and let you know how to order what you want. Once the email is sent, members will have two weeks to order before we dispose of any remaining back issues. So... expect an email from IPMS Canada soon, and when you receive it be prepared to act quickly. As they say... supplies are limited.

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<https://www.facebook.com/CanadaIPMS>

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Comox Air Force Museum

The Comox Air Force Museum, Bldg. 11, 19 Wing Comox, Lazo, BC – www.comoxairforcemuseum.ca

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The Greenwood Military Aviation Museum, CFB Greenwood, NS – www.gmam.ca



The North Atlantic Aviation Museum, 135 Trans Canada Highway, Gander, NL
www.northatlanticaviationmuseum.com



The Alberta Aviation Museum, 11410 Kingsway, Edmonton – www.albertaaviationmuseum.com



British Columbia Aviation Museum, 1910 Noresman Rd, Sidney, BC – www.bcam.net



Canadian Warplane Heritage Museum, 9280 Airport Rd. Mt. Hope, ON – www.warplane.com

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